

CHAPTER 16

UC-35

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CHAPTER 16

UC-35 PILOT

1600. CORE COMPETENCY SKILLS.

1. Core Competency: To provide day or night, all-weather priority and routine intratheatre MARLOG support missions to the MAGTF Commander.
2. Core Plus Competency: To provide day or night, all-weather priority and routine intertheatre MARLOG support missions to the MAGTF Commander.

1601. TRANSITION and CONVERSION PILOT PROGRAM OF INSTRUCTION

<u>TIME</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
2 days	UC-35 Orientation	Squadron
12 days	Systems/Flight Simulator	FSI Initial Course
10 days	Ground/T3P Flight Training	Squadron

1602. REFRESHER PILOT PROGRAM OF INSTRUCTION

<u>TIME</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1 day	Ground Training	Squadron
4 days	Systems/Flight Simulator	FSI Refresher Course
5 days	Ground/Flight Training	Squadron

1603. INSTRUCTOR PILOT PROGRAM OF INSTRUCTION

<u>TIME</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1 week	Ground/Flight Training	Squadron

1610. GROUND/ACADEMIC TRAINING

1. INITIAL PILOT COURSE: Command Aircrew Training (CACT) for the Citation 560 pilot training course and simulation training is conducted at a government contracted commercial facility - currently Flight Safety International (FSI). Trainees will provide copy of their FSI Certificate of Completion to their squadron prior to initiating flight training in the aircraft.

2. FSI INITIAL PREREQUISITES: Flight Safety International Citation V Ultra Pilot Training Manual (Vol. 2) defines specific training prerequisites (Initial Equipment and Transition) for either a CE 500 Series Type Rating added to an existing pilot certificate, or the issuance of an Airline Transport Pilot certificate with a CE 500 Type Rating.

3. FSI REFRESHER PILOT TRAINING: Previous designated UC-35 Pilots will attend a CACT refresher syllabus each 12-18 months after initial NATOPS qualification. If a pilot exceeds the 18 month CACT requirement, he shall not fly as TAC. Commanding Officers may waive CACT refresher for pilots within 6 months of rotation date. Previously or currently UC-35 qualified pilots need not repeat Initial training.

1611. SIMULATOR TRAINING

1. FSI INITIAL COURSE - Mission Capable Training

<u>STAGE</u>	<u>EVENTS</u>	<u>SIM HOURS</u>
FAM/INST/EPs/LOFT	7 SIM	28 (14 Right Seat/14 Left Seat)

2. FSI REFRESHER TRAINING

<u>STAGE</u>	<u>EVENTS</u>	<u>SIM HOURS</u>
FAM/INSTR/EPs	3 SIM	12 (6 RS/6 LS)

1612. SQUADRON GROUND TRAINING1. UC-35 Orientation: Completed prior to FSI Initial.

Demonstrate: Preflight inspection, orientation to cabin Military ICS and communication suite, cockpit familiarization, and checklists overview. Conduct a demonstration of FMS, MFD, and PFDs.

Prerequisite: Read FSI Training Manual: Avionics Systems, and the GNS-XLS Operators Manual. Practice with FMS CD-ROM Static Trainer.

2. FAM-00 2.0 T,C E UC-35 PUI/IP

Goal: Introduce local procedures.

Requirement:

(1) Brief: Local course rules, weight and balance, aircraft limitations, hot starts, memory item EPs, and avionics systems.

(2) Demonstrate: Aircraft survival kit inventory, required publications, and other required onboard items. Verify PUI FMS/MFD understanding with either GPU attached or aircraft start up.

(3) Introduce: Checklist flow concept.

(4) Review: Start and normal checklists, and cockpit crew coordination for Emergencies and Abnormals. Emergency Egress drill with annotation in NATOPS jacket.

Prerequisite: FSI Initial Training Complete.

1620. FLIGHT TRAINING: TRANSITION and CONVERSION PILOT

1. Mission Capable Phase

<u>STAGE</u>	<u>SIM EVENTS</u>	<u>SIM HOURS</u>	<u>PERCENT</u>
FSI Initial Course	7	28	60.0

2. Mission Ready Phase

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>	<u>PERCENT</u>
FAM/INST	5	7.5	
Night FAM	1	1.5	
Copilot FAM	2	3.0	
Review	1	1.5	
T3P Check	<u>1</u>	<u>1.5</u>	

Total	10	15.0	15.0
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3. Mission Qualification Phase

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>	<u>PERCENT</u>
T2P Review	1	1.5	
T2P Check	<u>1</u>	<u>1.5</u>	
Total	2	3.0	20.0

4. Full-Mission Qualification Phase

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>	<u>PERCENT</u>
TAC Route Check	1	2.0	
TAC Review Flight	1	1.5	
TAC Check Flight	<u>1</u>	<u>1.5</u>	
Total	3	5.0	5.0
MISSION CATEGORY TOTALS	22	51.0	100

1621. REFRESHER PILOT TRAINING FLIGHTS

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>
FAM	1	1.5
INST/NAV	2	3.0
Review	1	1.5
T2P/TAC Check	<u>1</u>	<u>1.5</u>
Total	5	7.5

1622. INSTRUCTOR UNDER TRAINING

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>
FAM/INSTR	3	5.0
IUT Check Flight	<u>1</u>	<u>1.5</u>
Total for IUT	4	6.5

1630. FLIGHT PERFORMANCE REQUIREMENTS

1. No UC-35 specific NATOPS Flight Manual exists, however, the OPNAV 3710.7 and its NATOPS program still applies. This T&R, the Cessna FAA approved Airplane Flight Manual (AFM) and Airplane Operating Manual (AOM) are substitutes for a specific UC-35 NATOPS manual. Unless local Unit SOP prescribes stricter requirements, this aircraft shall be operated in accordance with (ascending order of precedence) this T&R, the current Cessna AOM, Cessna AFM, OPNAV 3710.7, and applicable F.A.A./ICAO regulations. The UC-35 is a multi-piloted aircraft requiring two NATOPS qualified pilots for all flight operations. For T&R syllabus training flights, minimum crew shall consist of an instructor pilot (IP), and pilot under instruction (PUI). Marine Corps Units flying the UC-35 shall use the latest versions of the Flight Safety International Normal Procedures checklist, Emergency/ Abnormal checklists and maneuver descriptions. The Army TC 1-C35 Aircrew Training Manual compliments and amplifies FSI maneuver procedures, its reference is

recommended to aid Model Manager standardization and SOP development. T&R Sponsor produced Aircrew Training Forms (ATFs) shall be used to record all regular syllabus training flights.

2. **MINIMUM CURRENCY REQUIREMENTS:** Four hours, one takeoff, one instrument approach and landing in the UC-35 in the last 60 days. One instrument approach and landing is required by the pilot at the controls (PAC) within the last calendar month to perform landings with passengers. Delinquent monthly minimums shall be satisfied by a refresher flight (of indeterminate time) flown with a current TAC or IP and completion of at least one takeoff, one instrument approach, and two landings. T3Ps delinquent in monthly minimums should be scheduled with an instructor. If delinquent for more than 90 days, but less than 180 days, a minimum of two sorties shall be required with an IP: a refresher flight, and a NATOPS evaluation flight. If delinquent for more than 180 days, the individual will complete Refresher Training Flights, paragraph 521.

3. **OPNAV ANNUAL NATOPS EVALUATION FLIGHT AND INSTRUMENT RATING.** The first NATOPS flight Evaluation is conducted at the T3P/T2P stage, and at least annually thereafter IAW OPNAV 3710.7 and generally accepted USMC transport aircraft evaluation procedures. The Open book exam shall consist of 50 questions minimum. The Closed book shall consist of 30 questions minimum. Both shall be successfully completed within the previous 60 days of the NATOPS Evaluation flight. Questions should be derived from current editions of the Cessna Citation Ultra AFM and Cessna AOM. Syllabus events 250, 310, and 410, and their annual refly requirement complete OPNAV NATOPS Evaluation requirements and the Instrument Rating renewal requirements of OPNAV 3710.7 and OPNAV form 3710/2. OPNAV form 3510/11 worksheet should be used to record NATOPS and Instrument Evaluations.

4. **AIRCREW COORDINATION TRAINING (ACT).** Annually, all aircrew shall conduct ACT IAW current directives.

1631. MISSION READY TRAINING

a. Purpose: To Introduce the UC-35 aircraft and qualify as T3P (or T2P).

b. General: To instruct in aircraft taxi, VFR and IFR flight characteristics and limitations with emphasis on instrument flight procedures and proper response to checklists and aircraft abnormal and emergency situations. Crew responsibilities and coordination will be stressed. All emergencies denoted as "immediate action items" in the AFM and AOM shall be memorized for safe operation. Training flights are normally flown in sequence. A PUI with 300 hours fixed wing experience and previously designated TAC/TPC in multi-engined fixed-wing aircraft, may have T3P flights 240 and 250 waived, fly the 300 and 310, and be designated a T2P. A T3P shall not conduct the takeoff or landing with passengers embarked.

c. Prerequisite: The PUI should have a thorough knowledge of upcoming flight briefing items and maneuvers prior to each flight brief. Operational Risk Management (ORM) processes will be included in all flight briefs IAW current directives.

d. Flight Training: (10 Flight sorties, 15.0 Hours)

FAM-201 1.5 T,C UC-35 PUI/IP

Goal: Introduce the UC-35 Aircraft

Requirement:

(1) Brief: Take Off & Landing Data (TOLD) cards, aircraft handling characteristics, takeoff aborts, landing techniques, takeoff and landing emergencies, wind limitations, power limitations, hydraulics, and thrust reversers.

(2) Introduce: pre/post flight, engine starts, taxi, take off and landings (taxi-back) in VMC conditions. Introduce basic air work maneuvers (VMC) (steep turns, climbs and descents and slow flight), fuel management, and post landing procedures.

FAM-202

1.5 T,C UC-35 PUI/IP

Goal: Introduce expanded flight envelope.

Requirement:

(1) Brief: Go-around crew coordination, powerplant malfunctions (before and after decision speed), fuel and oil systems, pressurization system, stall warning system, flying via Angle of Attack, and Auto Pilot/Flight Director.

(2) Demonstrate: approach to stalls.

(3) Introduce: landing pattern, touch and go's, aborted takeoff, simulated single engine failure procedures at altitude, auto pilot/flight director use, emergency descent, PAR or raw data ILS approach, go-arounds, and crosswind landings.

(4) Practice: previous maneuvers.

FAM-203

1.5 T,C,R UC-35 PUI/IP

Goal: Practice FAM Maneuvers.

Requirement: PUI completed TOLD card to include critical field length computations.

(1) Brief: short field operating techniques, loss of engine on takeoff, landing gear wheel and brakes, emergency gear extension, Wx RADAR, powerplant and subsystems, electrical systems, E-GPWS, and flight controls.

(2) Introduce: short field operating techniques, simulated S.E. failure after takeoff (2nd segment climb or higher), simulated S.E. landings and go-arounds, Wx radar use, and instrument approach(es).

(3) Practice: landing pattern, any previous maneuvers including: high work, simulated engine failure(s), and Autopilot/Flight Director use.

INST-210

1.5 T,C UC-35 PUI/IP

Goal: Introduce instrument navigation and approaches. PUI use of a view restriction device such as "foggles" is recommended.

Requirement:

(1) Brief: Avionics/Navigation systems, FMS/MFD/PFD set-up and use, Terminal Area crew coordination, DoD FLIP Pubs and

FMS database, IFR minimums and Missed Approach crew coordination, ITO, TCAS II.

(2) Introduce: ITO, Stby Gyro use/approach, holding, TCAS & GPWS hazard avoidance techniques, non-precision approaches including Localizer & Back Course.

(3) Practice: Any previous maneuvers.

Prerequisite: FAM 201

INST-211

1.5 T,C,R UC-35 PUI/IP

Goal: High altitude operations.

Requirement:

(1) Brief: navigation techniques, ice and rain protection and procedures, hypoxia, oxygen requirements/equipment, fire detection system, VIP/PAX briefings and procedures, range vs payload capability/charts.

(2) Introduce: high altitude flight, PFD to MFD reversion, instrument alternate modes. PUI to conduct a sample VIP/PAX briefing at aircraft.

(3) Practice: ITO, holding, Standby gyro use, Non-Precision or Precision approaches, and any previous maneuvers.

NFAM-220

1.5 T,C UC-35 PUI/IP N

Goal: Introduce night operations.

Requirement:

(1) Brief: normal and emergency lighting, night flying procedures and techniques, visual illusions, landing without landing lights, ELT, windshear avoidance, cockpit management and handling Abnormals and Emergencies at night. This flight should be flown at least 30 minutes after official sunset.

(2) Introduce: night time approaches and VFR landing pattern, normal and emergency lighting, single engine failures (at altitude), waveoffs (1 and 2 engine).

Prerequisite: INST 210

CP-230

1.5 T,C UC-35 IP/PUI

Goal: Introduce copilot responsibilities.

Requirement: PUI in right seat to perform duties of copilot/PNF. Emphasize crew responsibilities, right seat checklist usage and radio procedures.

(1) Brief: copilot duties and crew teamwork, hazardous Wx avoidance, pitot systems, air conditioning/environmental, fuel system, flight phone, airstarts, 1553 Databus, cabin ICS and audio capability.

(2) Introduce: copilot right seat duties, PNF checklist usage/flow patterns, flight phone use, right seat

instrument approaches, landings, taxi, and aircraft servicing procedures.

Prerequisite: INST-211

CP-231

1.5 T,C,R UC-35 IP/PUI

Goal: Practice copilot responsibilities.

Requirement: PUI right seat. Emphasize crew duties, flow patterns, and checklist usage/verification. PUI will demonstrate ability to make normal full stop landing and taxi from the right seat.

- (1) Brief: environmental restrictions, electrical system, aircraft Aviation Life Support Equipment/survival gear, ditching procedures, life raft employment, and over water operation, high frequency, SATCOM, and multichannel radios.
- (2) Introduce: PUI will inventory/discuss onboard safety and survival equipment. Exercise Comm suite with USAF Global HF System, FLEXCOMM, and military transponder.
- (3) Practice: simulated Emergencies/Abnormals, normal full stop landing and taxi from the right seat. Passenger/VIP briefing.

T3P REVIEW-240

1.5 T,C UC-35 PUI/IP

Goal: Review flight maneuvers and copilot duties.

Requirement: Training and review for PUI to become a viable crew member and operate aircraft safely.

- (1) Brief: any previous briefing items and OSA procedures. Conduct of review flight should include FAM 203 and INST 210 items.
- (2) Practice: all previous maneuvers, instrument reversion modes, short field operating techniques, and PNF procedures from the left seat.

Prerequisite: All previous 200 series flights.

T3P CK-250

1.5 T,C E UC-35 PUI/ANI or NI

Goal: NATOPS Evaluation to qualify for T3P designation.

Requirement: PUI to demonstrate the ability to meet the requirements of OPNAV 3710.7, this T&R, and squadron evaluation criteria. The flight evaluation is designed to measure, with the maximum objectivity, the degree of standardization demonstrated by the PUI to ensure copilot readiness.

- (1) Brief: a minimum of three aircraft systems, performance computations, and any previous briefing items.
- (2) Evaluate: pertinent areas and sub-areas of OPNAV 3510/11 worksheet. For Instrument Rating, include OPNAV 3710.7 and OPNAV form 3710/2 items. Optional items also include: right seat/PNF duties, landing gear emergencies,

pressurization loss, icing system malfunction, ditching drill, airstart procedures, passenger briefing, cargo loading, and servicing.

Prerequisite: Successful completion of Open and Closed Book exams.

Performance Standard: FAA Commercial Pilot Practical Test Standards

1632. MISSION QUALIFICATION TRAINING

a. Purpose: To qualify as Transport Second Pilot (T2P)

b. General. Proficiency in mission related tasks is the goal of qualification training.

c. Prerequisites: Minimum 50 hours flight time in UC-35 aircraft, or 300 hours fixed wing experience and previously designated TAC/TPC in multi-piloted fixed wing aircraft.

d. Flight Training: (2 Flight sorties, 3.0 Hours)

T2P REVIEW-300

1.5 T,C,R UC-35

Goal: Review flight maneuvers and copilot duties.

Requirement: PUI in either seat to review both PF/PNF duties.

(1) Brief: any previous briefing items and OSA procedures. Conduct of review flight should include FAM 203 and INST 210 items.

(2) Practice: all previous maneuvers, instrument reversion modes, short field operating techniques, and PNF duties.

T2P CK 310

1.5 T,C,R E UC-35 PUI or T3P/ANI or NI

Goal: Qualify for T2P designation. (NATOPS Evaluation if applicable)

Requirement: PUI to demonstrate the ability to meet the requirements of OPNAV 3710.7, this T&R, and squadron evaluation criteria. The flight evaluation is designed to measure, with the maximum objectivity, the degree of standardization demonstrated by the PUI and serve as copilot on OSA missions.

(1) Brief: a minimum of three aircraft systems, performance computations, and any previous briefing items.

(2) Evaluate: Pertinent areas and sub-areas of OPNAV 3510/11 worksheet. For Instrument Rating, include OPNAV 3710.7 and OPNAV form 3710/2 items. Optional items also include: right seat/PNF duties, landing gear emergencies, pressurization loss, icing system malfunction, ditching drill, airstart procedures, passenger briefing, cargo loading, and servicing.

Prerequisite: Successful completion of Open and Closed Book examinations for NATOPS Evaluation.

Performance Standard. FAA ATP Practical Test Standards for Type rated pilots.

1633. FULL-MISSION QUALIFICATION TRAINING

- a. Purpose: To Qualify as Transport Aircraft Commander (TAC).
- b. General: Proficiency in mission related tasks is the goal of Full-Mission Capable qualification.
- c. Academic Instruction: OCONUS/foreign clearance procedures, Military ICS and communication suite.
- d. Flight Training: (3 Flight sorties, 5.0 Hours)

TAC ROUTE CK-400 2.0 T,C E UC-35

Goal: Extended operations and mission procedures review.

Requirement: T2P will demonstrate the ability to manage a crew and aircraft away from home station on an OSA mission. Flight should include an RON.

(1) Brief: OPARS, High DA, Hot and cold Wx environments, range/payload, weight and balance, military Comm suite, Flight Phone, VIP/PAX handling, and JOSAC mission procedures. Stress aircraft performance planning.
(2) Review: long range navigation, military communication suite, flight phone use, VIP/PAX handling, and JOSAC mission procedures.

Prerequisite: Two previous OSA Missions.

Performance Standard: Comply with all Unit and higher HQ SOPs and mission procedures.

TAC REVIEW-401 1.5 T,C,R UC-35 PUI/IP

Goal: Review flight maneuvers and TAC responsibilities.

Requirement: Review previous syllabus maneuvers and mission procedures.

(1) Brief: previous mishaps and lessons learned, any previous briefing items, aircraft limitations, and mission procedures.
(2) Practice: any previous maneuvers, instrument reversion modes, OSA procedures, and PNF duties.

TAC CK-410 1.5 T,C,R E UC-35 T2P or TAC/ANI or NI

Goal: Qualify for TAC designation. (NATOPS Evaluation if applicable)

Requirement: Flight designed to measure with maximum objectivity, the knowledge, abilities, and headwork as an OSA Aircraft Commander.

(1) Brief: Any previous briefing items. ATP Practical Test requirements.

(2) Evaluate: pertinent areas and sub-areas of OPNAV 3510/11 worksheet. For Instrument Rating, include OPNAV 3710.7 and OPNAV form 3710/2 items. Optional items also include: landing gear emergencies, pressurization loss, icing system malfunction, ditching drill, airstart procedures, passenger briefing, cargo loading, and servicing.

Prerequisite: 100 hours minimum in the UC-35 aircraft or flight time waiver IAW OPNAV 3710.7 for previously designated TAC/TPC. Successful completion of Open and Closed Book examinations for NATOPS Evaluation.

Performance Standard: FAA ATP Practical Test Standards.

1640. INSTRUCTOR TRAINING

a. Purpose: To standardize flight maneuvers and instructional methods for the UC-35 aircraft.

b. General: IPCHK 504 will be flown with the Standardization Officer. The IUT can be designated either an IP or ANI.

c. Academic Instruction: Techniques of Instruction, all UC-35 systems, Unit and HHQ SOPs.

d. Prerequisite: Stan Board approval. IUT should have previous IP designation and commensurate experience in multi-piloted, fixed-wing, aircraft.

e. Flight Training. (4 Flight sorties, 6.5 Hours)

IUT-501 2.0 T,C,R E UC-35 IP/IUT

Goal: Introduce Mission Ready FAM/INST maneuvers and instruction techniques.

Requirement: IUT in right seat will practice all maneuvers introduced in Mission Ready syllabus. Emphasize standardization, recognition and correction of common student errors.

(1) Brief: training areas, and maneuver descriptions for FAM and INST.

(2) Introduce: FAM and INST maneuvers flown from the right seat.

IUT-502 1.5 T,C,R E UC-35 IP/IUT

Goal: Practice FAM/INST maneuvers and introduce Conduct of Flight sequences.

Requirement:

(1) Brief: syllabus hop time management, Conduct of Flight sequences for Initial Pilot, Refresher, and NATOPS/Instrument Check. A minimum of two A/C systems.
(2) Introduce: sequences for training flights.
(3) Practice: FAM and INST maneuvers flown from the right seat.

IUT-503

1.5 T,C,R E UC-35 IP/IUT

Goal: Refine instruction techniques and Conduct of Flight sequences.

Requirement:

(1) Brief: minimum of two A/C subsystems, and: 1553 Databus, audio control systems, military communication suite.

IPCHK-504

1.5 T,C,R E UC-35 STANO/IUT

Goal: To qualify as Instructor Pilot or Assistant NATOPS Instructor.

Requirement: IUT in right seat will brief and/or demonstrate instructor level mastery of any selected items covered in any part of UC-35 syllabus. Prospective ANIs will also demonstrate management of flight sequence for NATOPS/INSTR Evaluations. NATOPS Evaluation required for ANI Designation.

Prerequisite: Successful completion of Open and Closed Book examinations for NATOPS Evaluation.

Performance Standard: FAA ATP Standards (right seat).

1660. ORDNANCE REQUIREMENTS. N/A

UC-35 CITATION T&R - Draft 991105

AIRCRAFT: UC-35 MOS: 755x CREW CREW POSITION: EITHER PILOT

STAGE	FLIGHT TRAINING CODE	FLT HRS	REFLY INTERVAL	MRP	T	C	R	E	REMARKS
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MISSION CAPABLE TRAINING

60.0

FSI Initial Simulator		28	N/A	60.0	X	X			(FSI)
FSI Refresher Training		12	12-18	60.0				X	(FSI)

MISSION READY TRAINING

15.0

NAV	211	1.5	1	2.5	X	X	X		
NFAM	220	1.5	3	2.5	X	X	X		N
CP	231	1.5	3	2.5	X	X	X		
T3P CK	250	1.5	12	7.5	X	X	X	X	

MISSION QUALIFICATION TRAINING

20.0

T2P CK	310	1.5	12	20.0	X	X	X	X	
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FULL-MISSION QUALIFICATION TRAINING

5.0

TAC CK	410	1.5	12	5.0	X	X	X	X	
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PILOT FLIGHT UPDATE CHAINING

STAGE	FLIGHT	FLIGHTS UPDATED
NAV	211	201-210
NFAM	220	201-211
CP	231	230
FAM/INST	300	201-210
T2P CK	310	201-300
TAC CK	410	201-310

Figure 16-1. UC-35 Refly Interval, MRP, Flight Update Chaining.